

INTRODUCING MODEL 6-48, SERIES XXX

A New Premier

WHEN first introducing the Model 6-40 Little Six Premier in the 1913 season, Premier established a new price basis for a high grade six cylinder automobile. Since that time almost every reputable maker has seen the necessity of producing a Little Six.

Premier, however, was the first to offer a proven Six of successful design, highest quality, and reputation at a price less than \$4000. How truly successful, is shown in the established proof that a Premier Little Six was selected to serve last July as the leader or pilot car of the cavalcade of well known automobiles in the Manufacturers' Trade Tour to the Pacific coast, establishing a feasible route for the Lincoln, or National Highway.

At the time, it was intended that a larger and more powerful model Premier should undertake the reliable duty of leadership, but to "prove" the Little Six, this company decided that a Premier Little Six would be used for the piloting work. Not only that, but the car selected and used was one that had seen months of service in the hands of its private owner, Mr. A. L. Westgard, Vice-President of the National Highways Association in New York, in laying out roads and collecting road data all over the Eastern and Central States from the Atlantic coast as far west as Indianapolis.

Then, with four passengers, full equipment and baggage load, the run to the Pacific started. How well it was accomplished is proven in the fact that not once during any day did the Premier Little Six fail to lead, or was it ever late into a control. Naturally all character of roads of this country were traversed,—good roads, bad roads, mud, sand, and even the gumbo. Three great mountain ranges were crossed: the Blue Ridge, Rockies, and Sierra Nevadas.

Not once during this time and over this route, probably the most severe of any known, was the Premier towed, pulled or pushed, nor was ever a passenger asked to alight on account of the Premier Little Six not being able to take the difficult grades or make its way through the gumbo or the desert at its worst.

Therefore, cannot you agree with the enthusiast who said: "Well done, faithful and wonderful car." Nearly 2,000 of these 6-40s are now in service throughout this and other countries in the hands of happy and satisfied owners, of whom most any will state: "Mine is the greatest car of all and the best car Premier ever built."

And now we offer this, another Premier, the Model 6-48, the result of seven years steady growth and development in the design and manufacture of six-cylinder cars. This new model has all of the same good features, high quality and pleasing detail of the Little 6-40 with all the little refinements due to the progress and advancement of the industry.

Complete Specifications of the New 6-48

MOTOR—Six cylinders, "T" head, cast in two blocks of three each, with integral water jackets and valve chambers; valves completely enclosed; 4" bore by 5½" stroke; 48 to 70 horsepower; unit power plant, fly-wheel enclosed, three-point suspended.

ELECTRIC STARTER—Six volt Remy system; simplest, best, fastest and surest; only one operation required to start.

FULL ELECTRIC LIGHTS—Two head lights, combination tail and license lamp, two set-in dash lights, instrument light and inspection lamp. All lights independently operated.

MAGNETO—Imported Eisemann, dual with simplest and most compact means of wiring.

TIRE INFLATOR—Efficient tire pump, gear driven.

132 INCH WHEELBASE—Giving greatest riding comfort, (load carried between axles), ease of handling and saving on tires.

TREAD—56½" standard (61" optional to meet southern road conditions).

36 x 4½" TIRES—Firestone, Goodrich, Goodyear or U. S. Q. D. demountable rims with one extra rim.

TRANSMISSION—Selective sliding gears, three speeds forward, one reverse; right-hand center control; the ends of transmission shaft are provided with stuffing box, absolutely preventing leakage of oil; changing of gears is made rapidly, with ease and without noise.

SPRINGS—Front, semi-elliptic 36" long; rear, three-quarter deep scroll elliptic with shackled ends; lower half 50" with shock absorbers, recoil straps and rubber bumpers in rear, giving maximum comfort and protection to passengers over roughest roads.

STEERING—Worm and gear, left side drive; enter car from either side avoiding necessity of passenger leaving car on side away from curb, and with the advantage to driver offering clear view ahead in traffic.

BODY—Exclusive design, straight line; invisible door hinges and clear running boards; large cabinet in dash cowl.

TIRE CARRIER—Supporting cradle on rear for carrying one or two extra tires, taking this weight from side of the car and insuring perfect balance.

FRONT AXLE—Special design, single piece I-beam, drop forging without welds, spring seats integral, roller bearing in wheels and imported load-carrying bearings in steering knuckles. This method of load-carrying in conjunction with special arrangement of steering knuckles and ball and socket joints in the tie rod and reach rods gives ease and safest steering control found in any motor car; also avoids tendency of side swaying at high speeds on rough roads.

REAR AXLE—Special design of light weight and great strength; non-truss rod type, exclusively controlled by Premier patents. Is made up of a crucible steel internally ribbed housing and drawn steel tubes flanged at both ends, hot riveted into housing, making it absolutely oil tight. Premier rear axle is recognized as the lightest, strongest, most compact and cleanest construction seen in any motor car. Drive pinion is integral with shaft. No keys used in this axle.

BRAKES—Four; all on rear wheels giving 526 square inches of effective braking surface; brake drum integral with wheel hub with internal metal shoes, and external steel bands. Shoes and bands lined with heat proof material. The foot or service brake acts on the inside of the drum while the hand, or emergency brake, is applied to the outside, both brakes operating through equalizing beams. Premier brakes are recognized for their quickness in action, smoothness, taking immediate effect and insuring safety in all emergencies.

CLUTCH—Multiple disc, quiet and smooth acting; enclosed in tight case with large inspection plate opening at the top.

DRIVE—Propeller shaft of special alloy steel, two universal joints which eliminate all side strain on drive shaft bearings by allowing free action in every position.

CARBURETOR—Designed for Premier motor; hot water jacketed priming device direct to intake manifold making starting easy in extremely cold and damp weather; air adjustment on steering column; spark and throttle control on steering wheel; carburetor is of simple construction with wide range adjustment, saving in gasoline.

FRAME—Pressed steel, deep channels, wide flanges, drop frame, strongly braced and hot riveted.

FUEL—Fed under pressure with pressure gauge on dash; automatic pressure pump operating with motor running and auxiliary hand pump.

LUBRICATION—Constant level circulating system taking complete care of the motor and front gears, with dash sight feed.

COOLING—Water, gear driven centrifugal pump; five blade flat belt driven fan.

ELECTRIC HORN—Under hood with press button in center of steering wheel.

EQUIPMENT—Pantasote leather top, all side curtains, top envelope; new type rain vision double ventilating Premier windshield; speedometer; cocoa mat; foot rail; robe rail; foot accelerator; muffler cut-out; invisible battery and tool boxes quickly accessible. Jack and complete tool kit.

STARTING—Starting motor, lighting generator and magneto are all separate units; offering no confliction; employing the simplest and most efficient systems.

BODY CONSTRUCTION—Sheet metal panels, over steel braced oak frame work. Hood of stamped metal protected against rattling. Front fenders flanged for rigidity with splash guards between front fenders and car. Rear fenders attached to body absolutely rigid and water tight.

STANDARD PAINTING—Body and door panels, inside of belt line, blue black with black molding, fine white line striping; running gear, including wheels and radiator, blue black with white striping; engine, hood, fenders, mud guard, tool and battery boxes and tire carrier are of black enamel; steering wheel rim, and secondary dash instrument board are walnut. Other colors require special painting with five to six weeks delivery, at an additional charge of \$50.

TRIMMING—Seats of black hand-buffed leather, tufted, packed white curled hair, deep Turkish divan style cushions; inside of body completely lined with leather; leather kick pad on back of front seat, if specified; cocoa mat and carpet rugs on tonneau floor; front floor boards and running boards cork carpeted; all metal parts nickel plated or black enamel.

ENCLOSED BODIES—Built to special order.

SEAT COVERS—For five passenger job, \$80.00; for seven passenger bodies, \$90.00.

PRICE—\$2,785 F. O. B. Indianapolis, Indiana.

Specifications 6-40 Series "XXX" Premier

MOTOR—Six cylinders, cast in triplets, "T" head, bore 4 inches, stroke 5 inches.

STARTER—Premier pneumatic type, compressor driven from transmission shaft; weight of outfit, 63 pounds.

ELECTRIC LIGHTS—Two head, two dash, tail and license and instrument light; current supplied by generator.

TIRE INFLATOR—Premier air compressor in conjunction with storage tank, giving unlimited supply of pure fresh air.

IGNITION—Eisemann imported dual high tension.

LUBRICATION—Constant level circulating system, dash sight feed, grease and oil cups.

COOLING—Water, gear-driven centrifugal pump, cellular radiator, six-blade flat-belt-driven fan, large integral water jackets.

CLUTCH—Multiple disc, cork inserts, running in oil.

TRANSMISSION—Selective sliding gears, three speeds forward, one reverse, direct on high, five imported annular bearings.

DRIVE—Propeller shaft through two combination slip and universal joints, bevel gears, bevel gear differential.

REAR AXLE—Internally ribbed center housing, drawn tapered steel tubes; four imported annular, two imported thrust, two roller bearings.

FRONT AXLE—I-section drop forging, without welds, spring seats integral, Elliott type, four roller bearings in wheels, two imported load-carrying bearings in yoke end of axle.

FRAME—Pressed steel, wide flanges, dropped frame, reinforced by straight-line steel secondary frame on which motor and transmission are mounted, strongly braced.

BRAKES—Four, all on rear wheels, 526 square inches surface, brake drum integral with wheel hub, internal metal shoes Rabestos lined, external Rabestos lined bands.

SPRINGS—Front, semi-elliptic, 36 inches long; rear, three-quarters deep scroll elliptic with shackled ends, lower half 50 inches, with shock absorbers, recoil straps and rubber bumpers in rear.

STEERING—Left-hand side—through irreversible worm and full gear.

WHEELBASE—132 inches.

TREAD—56½ inches standard (60 inches optional).

GASOLINE CAPACITY—22 gallons (roadster 27 gallons).

TIRES—36 x 4½-inch front and rear; option of Goodrich, Firestone or U. S.; Firestone Q. D. demountable rims.

WHEELS—36-inch front and rear, with Firestone Q. D. demountable rims.

BODIES—Vestibule touring, five and seven passenger, two passenger roadster. Bodies all are exceptionally large and designed to give the maximum of comfort.

EQUIPMENT—All bright parts nicked, pantasote top, all side curtains, top envelope, new type rain vision, folding special Premier windshield, intake manifold primer, speedometer, electric motor horn placed under the hood, cocoa mat, foot rail, robe rail, foot accelerator, muffler cut-out, one extra Firestone rim, tire irons, jack and tools with cabinet in dash.

PRICES—F. O. B. Indianapolis: Two-passenger roadster, fully equipped \$2,735; five passenger touring, fully equipped, \$2,735; seven-passenger touring, fully equipped \$2,850.

Specifications 6-60 Series "XXX" Premier

MOTOR—Six cylinders, cast in pairs, "T" head, bore 4½", stroke, 5¼".

STARTER—Premier pneumatic type, compressor driven from transmission shaft; weight of outfit 63 pounds.

ELECTRIC LIGHTS—Two head, two dash and tail light; current supplied by generator.

TIRE INFLATOR—Premier air compressor in conjunction with storage tank, giving unlimited supply of pure fresh air.

IGNITION—Eisemann imported dual high tension.

LUBRICATION—Constant level circulating system, dash sight feed, grease and oil cups.

COOLING—Water, gear-driven centrifugal pump, cellular radiator, six-blade flat-belt-driven fan, large integral water jackets.

CLUTCH—Multiple disc, cork inserts, running in oil.

TRANSMISSION—Selective sliding gears, three speeds forward, one reverse, direct on high, five imported annular bearings.

DRIVE—Propeller shaft through two combination slip and universal joints, bevel gears, bevel gear differential.

REAR AXLE—Internally ribbed center housing, floating live axle; four imported annular, two imported thrust, two roller bearings.

FRONT AXLE—I-section drop forging, without welds, spring seats integral, Elliott type, four roller bearings in wheels, two imported load-carrying bearings in yoke end of axle.

FRAME—Pressed steel, wide flanges, dropped frame, reinforced by straight-line steel secondary frame on which motor and transmission are mounted, strongly braced.

BRAKES—Four, all on rear wheels, 526 square inches surface, brake drum integral with wheel hub, internal metal shoes asbestos lined, external asbestos lined bands.

SPRINGS—Front, semi-elliptic, 36 inches long; rear, three-quarters deep scroll elliptic with shackled ends, lower half 50 inches, with shock absorbers, recoil straps and rubber bumpers in rear.

STEERING—Left-hand side—through irreversible worm and full gear.

WHEELBASE—140 inches.

TREAD—56½ inches standard (60 inches optional).

GASOLINE CAPACITY—22 gallons (roadster 27 gallons).

TIRES—37 x 5 front and rear; option of Goodrich, Firestone or U. S.; Firestone Q. D. demountable rims.

WHEELS—36-inch front and rear, with Firestone Q. D. demountable rims.

BODIES—Vestibuled touring, five or seven passenger, which comfortably seats seven people. The two extra seats being so designed that they may be completely removed, together with the holding arms, leaving sides of tonneau without obstruction of any kind; also roomy two-passenger roadster.

EQUIPMENT—All bright parts nicked. Pantasote top, all side curtains, top envelope, rain vision, folding special Premier windshield, intake manifold primer, speedometer and clock, electric motor horn placed under the hood, cocoa mat, foot rail, robe rail, foot accelerator, muffler cut-out, one extra Firestone rim, tire irons, jack and tools with cabinet in dash.

PRICES—F. O. B. Indianapolis; touring car, fully equipped \$4,000; roadster, fully equipped \$4,000.







